

Section IV: Plan Implementation

The implementation of the Hunt Valley/Timonium Master Plan can be classified into actions and detailed planning studies. While many of the actions and studies will not require additional funding to be completed, some of them will. Budget implications will have to be considered as the community and County work to implement these portions of the plan. Funding for projects will have to be evaluated and prioritized.

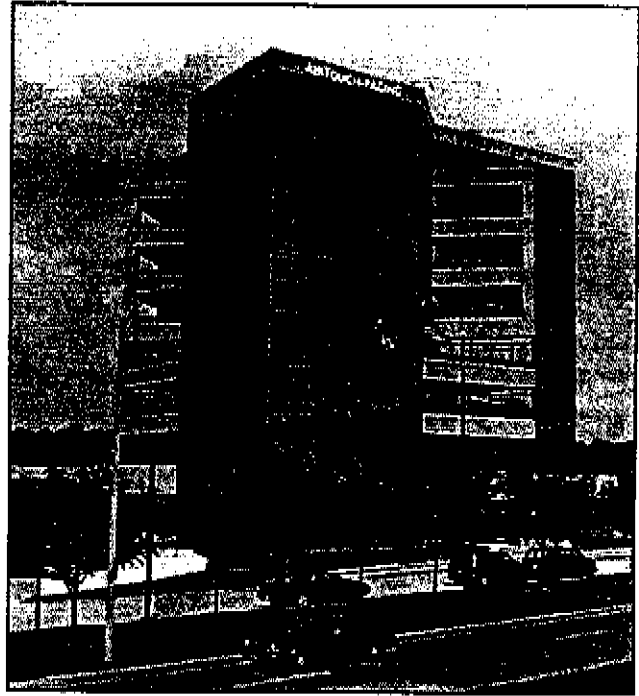
ACTIONS

ECONOMIC DEVELOPMENT

1. The County will support development/redevelopment in the employment area which will foster growth in employment, business and employee services and amenities and/or light rail usage, providing there will be minimal negative impacts on transportation systems and on the surrounding residential areas.

Among the major activities of the Department of Economic Development to promote employment growth and appropriate development/redevelopment in HV/T are:

- Economic Development will continue to work with new and existing businesses in HV/T to encourage employment retention and growth, provide a wide array of services including site selection and development facilitation, financial



assistance, coordination of work force development, and job recruitment and training assistance.

- Economic Development will continue to work with real estate brokerages and developers to market and help facilitate the sale, lease, development and/or redevelopment of property in the HV/T area.
- Economic Development will continue to work as a member of the Hunt Valley Business Forum to address evolving issues and concerns affecting businesses in HV/T.
- Economic Development will conduct a comprehensive outreach program, surveying HV/T companies to identify and address immediate and ongoing business needs.
- Economic Development will take an active role in the review and implementation processes related to PUD-C proposals, rezoning requests, planning efforts, transportation and public service matters, and development or redevelopment projects impacting the HV/T business community.

TRANSPORTATION

1. The Bureau of Traffic Engineering and Transportation Planning (TETP) will continue to monitor traffic accident data, and will periodically publish an accident trend report periodically to document existing and potential highway safety issues.

2. The Office of Planning will request a transportation impact study for any large-scale development/redevelopment proposals and recommend a change to the development process to require a transportation study when the increase in peak hour traffic exceeds 1,000 trips. In Hunt Valley/Timonium, the transportation study must address potential conflicts with truck traffic.

3. The Hunt Valley Business Forum (HVBF), will initiate a petition for renaming of Greenspring Drive and McCormick, Beaver Dam, and Deereco Roads.

4. The Office of Planning and the Department of Recreation and Parks will ensure that appropriate pedestrian and bicycle facilities are provided in new construction projects through the development process. These facilities should link the project to adjacent properties, and where appropriate, to the open space system, the light rail, and employee support uses.

5. The Office of Planning and TETP will continue to provide technical assistance to the HVBF and assist their efforts to secure funding for needed transportation studies, including a pedestrian/bicycle study.

6. The Office of Planning will assist the HVBF and the Mass Transit Administration (MTA) in assessing the feasibility of establishing a shuttle system in the HV/T area. Include consideration of shuttle service to retail uses on York Road.

7. HVBF is encouraged to investigate the feasibility of providing resources to the MTA to expand its marketing program for the Central Light Rail Line.

8. The Office of Planning, TETP, HVBF, and MTA will develop a package of incentives to encourage transit use, including ways of making transit more attractive to use than the private auto.

9. The County will support double tracking of the light rail to reduce service times and increase overall system efficiency.

10. The County and the MTA will consider additional light rail stops, which may be feasible after the construction of the double track, to effectively serve and accommodate existing employers, and new or relocating companies.

NATURAL ENVIRONMENT

1. DEPRM will continue to coordinate the County's participation in the Reservoir Watershed Management Agreement activities.

2. DEPRM will continue implementation of its Capital Improvement Program for stream restoration, stormwater retrofitting, and watershed water quality management, which would include a comprehensive study of the Loch Raven Reservoir Watershed.

3. DEPRM will continue to coordinate the County's responsibility for stormwater management under the NPDES Storm Water Discharge Permit.

4. The Office of Planning and DEPRM will encourage an increase in open space/pervious area through the use of open concrete paver blocks in selected areas or sharing of parking facilities.

5. Adopt water quality management guidelines into the Comprehensive Manual of Development Policies (CMDP).

6. DEPRM will implement the Ground Water Management and Protection Strategy.

7. DEPRM will continue to implement the County's responsibilities with respect to State and Federal air quality management programs.

RECREATION AND PARKS

1. The Department of Recreation and Parks will continue to evaluate the supply and demand of traditional recreational facilities such as ball diamonds, athletic fields, and tennis courts. When the supply of these is insufficient, the County will seek to develop facilities on existing available parklands. The development process should be used, where possible, to secure local open space parcels that are sizable, flat and open enough to support athletic facilities.
2. The Department of Recreation and Parks will investigate opportunities for the development of large scale or specialized recreational facilities. A few existing sites within the HV/T area, including portions of the Hunt Valley Mall property and the Timonium Fairgrounds, could, if redeveloped, support recreational facilities such as indoor sports complexes or ice skating rinks.
3. The Department of Recreation and Parks should continue to expand recreational opportunities at existing and proposed school recreation center sites. The recent athletic field construction at the proposed Dulaney Springs Elementary School Recreation Center site is an excellent example of utilizing currently vacant land to provide additional community recreational facilities.
4. Continued attention to the status and physical condition of existing recreational facilities must be given. The Department of Recreation and Parks should proceed with comprehensive facility evaluation surveys, such as their recently completed playground tot lot inspection program. Park master plans and use plans should be evaluated and, if appropriate, revised to maximize suitable recreational uses.
5. The County will work to establish a network of walkways, trails and bikeways, where appropriate. The County will seek to connect areas that support or would benefit from a high level of pedestrian traffic (e.g., transit centers, commercial areas, parks, and school-recreation centers), and use parks as destination points within this network to increase their visibility and publicizing their availability. Where possible, the County will attempt to incorporate these facilities into infrastructure improvement projects such as road construction and streetscapes.
6. The Department of Recreation and Parks, the Office of Planning and DEPRM will encourage the use of natural features such as woodlands and stream valleys to provide visual breaks from the built environment and employ existing mechanisms such as environmental regulations and mandatory open space dedication (within the development process) to secure such areas without incurring the cost of fee-simple acquisition.
7. The Department of Recreation and Parks and the Office of Planning will encourage the incorporation of facilities such as pocket parks and sitting areas into streetscape projects to promote the human element in built or urbanized environments. These areas can be extremely useful within areas such as employment centers.

DEVELOPMENT/REDEVELOPMENT OPPORTUNITIES

1. The Office of Planning will support intensification of appropriate uses at locations which are oriented toward light rail stops, with mechanisms for public review and adequate controls to limit negative impacts on surrounding residential areas.
2. All PUD-C land use recommendations will be based upon the Proposed Land Use Map provided in the HV/T Plan and the HV/T Design Guidelines as adopted in the CMDP.
3. For those PUD-C projects located within 1/4 mile of the light rail line, consideration for higher density, mixed use development will be supported. The goal of such development will be to sustain the area as an employment area, optimizing public investments in transportation infrastructure.
4. The Office of Planning should reevaluate the PUD-C process and requirements in order to facilitate its use in HV/T and elsewhere in the County.

Of concern is the length of time it takes for a project to complete the process, and the uncertainty of gaining approval.

5. The County should support the following benefits for PUD-C projects in HV/T:

- High density mixed use in association with a transit stop, with a large employment component offering family supporting wages
- Consolidation of parcels to provide a mixed use project
- Shared access and/or parking among adjacent uses
- Renovation of an existing structure
- Provision of offsite pedestrian and/or bicycle facilities
- Substantial landscaping (exceeding current regulations)
- Increased stormwater management (exceeding current regulations)
- Traffic and/or public safety improvements

6. The County should take a proactive role in promoting and fostering higher density mixed use development at transit stops, particularly at Hunt Valley Mall and at the Timonium Fairgrounds, with adequate controls to limit negative impacts on neighboring residential zones.

7. The Department of Economic Development should consider designating Cockeysville's commercial center as a Revitalization Area.

8. Baltimore County will work with the Timonium Heights West Community Association to implement their recommendations for their neighborhood.

DESIGN QUALITY

1. The Hunt Valley/Timonium Design Guidelines will be incorporated into the Baltimore County Comprehensive Manual of Development Policies concurrent with the adoption of the HV/T plan.

2. The Office of Planning will recommend that a requirement for a 15 foot wide (min.) landscaped and fenced buffer between the light rail line and parking, service, and storage areas be included in the Landscape Manual.

3. The Office of Planning, in conjunction with other County agencies, will encourage "clean-up" programs for the light rail right-of-way and for existing development adjacent to the light rail line.

4. The Office of Planning will recommend an amendment to the Baltimore County Zoning Regulations to limit commercial signage visible from the light rail, except for "clean-up" incentive signs.

5. The Office of Planning will discourage sign variances along York Road, and encourage Zoning Enforcement to provide stricter enforcement of sign regulations along York Road.

6. The Office of Planning will support the creation of local business organizations to address York Road issues such as aesthetic appearance, access and increased marketability.

7. The Office of Planning will support local business and community groups who institute an annual contest for improving the visual quality of York Road.

COMMUNITY CONSERVATION

1. The County will insure that the future redevelopment of sites in the HV/T area does not create negative impacts on existing communities.

2. The County will support only small day care facilities with improved standards within residential areas. Larger facilities should be located within the employment area.

3. The County will monitor home based business occupations within DR zones to insure that negative impacts are minimal.

4. The County should encourage shared access/parking arrangements to reduce the amount of traffic congestion on York Road in order to make it easier for residents to access their neighborhoods.

5. The County will protect the historic Cockeysville school grounds between Bosley and Matthews Avenues as one of the few common open space areas along the corridor. Current plans for the site include senior housing and a senior center, and retention of most of the open space for continued recreational uses.

6. The County will continue support of the Cockeysville commercial area as a small, historic shopping locality. Designation of these few blocks as a revitalization area would provide a funding program for development of an attractive streetscape and other amenities to assure that the character of Cockeysville remains. Business owners should be encouraged to participate in the County's facade improvement program.

7. The County will encourage the formation of a roundtable consisting of business representatives and community associations to address issues and assure implementation of plan actions.

PLANNING STUDIES

OFFICE OF PLANNING

◆ The Office of Planning will evaluate amendments to the ML-IM zone concerning auxiliary retail uses. Health clubs, recreational facilities, and day care centers should be allowed in manufacturing and other employment zones.

OFFICE OF PLANNING AND COMMUNITY CONSERVATION

◆ York Road Streetscape Study addressing issues such as: 1) aesthetic appearance; 2) access; and 3) increased marketability. As part of the study:

- Formulate commercial corridor design guidelines for inclusion in the CMDP. Include larger setbacks and buffers between residential and nonresidential uses. Incorporate themes to promote neighborhood identity.

- Propose means for requiring existing commercial properties to conform with the County's Landscape Manual.

◆ Community action plans should be created in order to document issues and provide a mechanism for implementation.

THE OFFICE OF PLANNING AND TETP

◆ The Office of Planning and TETP will evaluate retail access restrictions incorporated into the zoning or development regulations, either through amendments to the ML zone, or through the adoption of a Roadway Classification Map which would designate the corridor as an industrial service road and limit retail access.

THE OFFICE OF PLANNING, TETP, HVBF, AND CONSULTANT

◆ Transportation study to include:

- Safety issues
- Traffic forecasts
- Recommendations for transportation policies and improvements
- Financing of future improvements
- Pedestrian/bicycle access, including both on- and off-road bicycle facilities, and pedestrian and bicycle access to retail uses on York Road.

- ◆ A task force should be established to recommend alternative methods of financing transportation improvements in the HV/T area.

- ◆ A task force should be convened to develop recommendations for providing pedestrian/bicycle amenities such as sidewalks, bikeways, lighting, newspaper boxes, telephones, transit shelters, bicycle storage and appropriate design considerations through a public/private partnership.

THE OFFICE OF PLANNING/ DEPARTMENT OF RECREATION AND PARKS/DEPRM STUDY

- ◆ Design a pedestrian/bikeway system for the HV/T area. Using greenways where possible, system should connect the light rail stops, Hunt Valley Mall, business areas and public parks such as the Loch Raven Reservoir and potentially the popular North Central Hike and Bike Trail at Ashland, County Home Park, and Oregon Ridge Park. Appropriate connections should be made, where possible, to adjacent residential areas.

DEPRM STUDY

- ◆ Hunt Valley/Timonium Area Watershed Study

DEPARTMENT OF ECONOMIC DEVELOPMENT STUDIES

- ◆ Investigate incentives to promote higher density mixed use development at transit stops. Examine the feasibility of the Baltimore County Development Corporation to act as a redevelopment authority in the HV/T corridor.

ZONING GUIDELINES

The following list of guidelines is provided to assist in making recommendations for zoning requests. The guidelines are formulated to promote future development that is consistent with the plan. The guidelines are intended to be general and advisory. Specific situations may warrant zoning decisions that are not consistent with these guidelines.

York Road Corridor

- Do not change residential zoning to nonresidential zoning. Employ RO or ROA residential office zones in areas requiring a greater buffer between disparate uses. The CB zone may be appropriate in some locations.

- Support zoning for higher density residential, particularly assisted living facilities, at appropriate locations with compatibility standards.

- Rezoning of properties to a more intensive business zone may be supported when it will result in the consolidation of parcels and fewer curb cuts, thereby reducing traffic congestion, with minimal impact on adjacent residential uses.

- Support rezoning of properties to less intensive zones which match the existing use.

- Encourage higher density mixed use development related to transit stops or designated commercial nodes through the PUD-C process, and with controls to limit impacts on adjacent residential areas.

West Timonium Heights

- Work with the West Timonium Heights community association to determine appropriate zoning and implement an action plan for their area.

West Aylesbury Road Area

- This area should be redeveloped in a manner which meets the goals of optimizing light rail use, and of protecting neighboring residential areas. Rezoning portions of the area to BLR (Business Light Restricted), accompanied by its designation as a Design Review Panel Area with design guidelines (see Section V), may be appropriate if the redevelopment is consistent with the goals established for this area, promotes mixed use, consolidates parcels, and provides a pedestrian environment of high design quality.

Employment Area

- Do not change manufacturing zoning to business zoning unless specifically designated, particularly adjacent to the McCormick Road to Greenspring Drive corridor. To the extent possible, Baltimore County should consider rezoning existing retail land that does not offer York Road frontage to ML in order to fortify the County's ML land inventory. Further redevelopment projects proposed for the accommodation of a retail use should be limited to sites which currently possess business zoning.
- Encourage higher density mixed use development related to transit stops or designated commercial nodes through the PUD-C process, and with controls to limit impacts on adjacent residential areas.
- In cases where employment zoning (ML or OT) is rezoned for another use, alternative locations should be identified to replace this zoning.

Hunt Valley/Timonium Master Plan

Implementation Guide

ACTION TOPICS	PARTICIPANTS	ACTIONS	RESOURCES
ECONOMIC DEVELOPMENT	Department of Economic Development	Continue to work with new and existing businesses in HV/T to encourage employment retention and growth.	Hunt Valley Business Forum (HVBF)
	Department of Economic Development	Continue to work with real estate brokerages and developers to market and help facilitate the sale, lease, development and/or redevelopment.	
	Department of Economic Development	Continue to work as a member of the HVBF.	
	Department of Economic Development	Take an active role in the review and implementation processes including PUD-C proposals, rezoning requests, planning efforts, transportation and public service matters, and development or redevelopment projects.	Other county agencies
TRANSPORTATION	Bureau of Traffic Engineering and Transportation Planning (TETP)	Continue to monitor traffic accident data, and periodically publish an accident trend report.	

ACTION TOPICS	PARTICIPANTS	ACTIONS	RESOURCES
	Office of Planning, TETP	Request a transportation impact study for any large-scale development/redevelopment proposals and recommend a change to the development process to require a transportation study when the increase in peak hour traffic exceeds 1,000 trips.	
	HVBF	Initiate a petition for renaming of Green-spring Drive and McCormick, Beaver Dam, and Deereco Roads.	
	Office of Planning, Department of Recreation and Parks	Review development proposals to ensure that appropriate pedestrian and bicycle facilities are provided.	
	Office of Planning, TETP	Continue to provide technical assistance to the HVBF and assist their efforts to secure funding for needed transportation studies.	
	Mass Transit Administration (MTA)	Assess the feasibility of establishing a shuttle system in the HV/T area.	
	HVBF	Investigate the feasibility of providing resources to the MTA to expand its marketing program for the light rail.	
	MTA	Develop a package of incentives to encourage transit use.	Office of Planning, TETP, HVBF

ACTION TOPICS	PARTICIPANTS	ACTIONS	RESOURCES
NATURAL ENVIRONMENT	County agencies	Support double tracking of the light rail to reduce service times and increase overall system efficiency.	County agencies
	MTA	Consider additional light rail stops, to effectively serve and accommodate existing employers, and new or relocating companies.	
	DEPRM	Continue to coordinate the County's responsibility in the Reservoir Watershed Management Agreement.	
	DEPRM	Continue to implement the Capital Improvement Program for stream restoration, stormwater retrofitting, and watershed water quality management.	
	DEPRM	Continue to coordinate the County's responsibility for stormwater management under the NPDES Storm Water Discharge Permit.	
	Office of Planning, DEPRM	Encourage the use of open concrete paver blocks in selected areas or sharing of parking to reduce impervious area.	
	DEPRM	Adopt water quality management guidelines into the Comprehensive Manual of Development Policies.	

ACTION TOPICS	PARTICIPANTS	ACTIONS	RESOURCES
RECREATION AND PARKS	DEPRM	Implement the Ground Water Management and Protection Strategy.	
	DEPRM	Implement the County's responsibilities with respect to State and Federal air quality management programs.	
	Department of Recreation and Parks	Continue to evaluate the need for recreational facilities and develop needed facilities on available parklands. Use the development process to secure appropriate local open space.	
	Department of Recreation and Parks	Investigate opportunities for the development of large scale or specialized recreational facilities.	
	Department of Recreation and Parks	Continue to expand recreational opportunities at existing and proposed school recreation center sites.	
	Department of Recreation and Parks	Give continued attention to the status and physical condition of existing recreational facilities.	
	Department of Recreation and Parks, Department of Public Works, Office of Planning, Office of Community Conservation	Where appropriate, incorporate pedestrian and bicycle facilities into infrastructure improvement projects such as road construction and streetscapes.	

ACTION TOPICS	PARTICIPANTS	ACTIONS	RESOURCES
DEVELOPMENT AND REDEVELOPMENT OPPORTUNITIES	The Department of Recreation and Parks, Office of Planning, Office of Community Conservation	Encourage the incorporation of pocket parks and sitting areas into streetscape projects.	Other county agencies
	County agencies	Promote and support intensification of appropriate uses oriented toward light rail stops, with mechanisms for public review and adequate controls to limit negative impacts on surrounding residential areas.	
	County agencies	Base PUD-C land use recommendations on the Proposed Land Use Map provided in the HV/T Plan and the HV/T Design Guidelines.	
	County agencies	Support PUD-C projects in HV/T which provide one or more of the benefits listed in the plan.	
	Office of Planning	Reevaluate the PUD-C process and requirements in order to facilitate its use.	
	Department of Economic Development	Consider designating Cockeysville's commercial center as a Revitalization Area.	
	Office of Planning, Office of Community Conservation	Work with the Timonium Heights West Community Association to implement their recommendations for their neighborhood.	

ACTION TOPICS	PARTICIPANTS	ACTIONS	RESOURCES
DESIGN QUALITY	Planning Board and County Council	Adopt the Hunt Valley/Timonium Design Guidelines into the Baltimore County Comprehensive Manual of Development Policies.	HVPF, community associations, county agencies
	Office of Planning	Recommend that a landscaped and fenced buffer between the light rail line and parking, service, and storage areas be included in the Landscape Manual.	
	Office of Planning	Encourage "clean-up" programs for the light rail right-of-way and for existing development adjacent to the light rail line.	
	Office of Planning	Recommend an amendment to the Baltimore County Zoning Regulations to limit commercial signage visible from the light rail.	
	County agencies	Do not support sign variances along York Road, and encourage Zoning Enforcement to provide stricter enforcement of the sign regulations.	
	The Office of Planning, Department of Economic Development, Office of Community Conservation	Support the creation of local business organizations to address York Road issues such as aesthetic appearance, access and increased marketability.	

ACTION TOPICS	PARTICIPANTS	ACTIONS	RESOURCES
COMMUNITY CONSERVATION	Local business and community groups	Institute an annual contest for improving the visual quality of York Road.	
	County agencies	Insure that the future redevelopment of sites in the HV/T area does not create negative impacts on existing communities.	
	County agencies	Support only small day care facilities with improved standards within residential areas. Larger facilities should be located within the employment area.	
	County agencies	Monitor home-based business occupations within DR zones to insure that negative impacts are minimal.	
	County agencies	Encourage shared access/parking arrangements to reduce the amount of traffic congestion on York Road, making it easier for residents to access their neighborhoods.	
	County agencies	Protect the historic Cockeysville school grounds between Bosley and Matthews Avenues as one of the few common open space areas along the corridor.	
	Department of Economic Development and Office of Planning	Continue support of the Cockeysville commercial area as a small, historic shopping locality.	

ACTION TOPICS	PARTICIPANTS	ACTIONS	RESOURCES
	<p>Department of Economic Development, Office of Planning</p> <p>Office of Planning, Office of Community Conservation</p>	<p>Encourage business owners to participate in the County's facade improvement program.</p> <p>Encourage the formation of a roundtable consisting of business representatives and community associations to address issues and assure implementation of plan actions.</p>	

PLANNING STUDIES

PARTICIPANTS	STUDY	RESOURCES
Office of Planning	Evaluate amendments to the ML-IM zone concerning auxiliary retail uses.	Department of Economic Development, HVBF
Office of Planning and Community Conservation	Undertake a York Road streetscape study addressing aesthetic appearance, access, and increased marketability.	Local business and community groups
Office of Planning and TETP	Evaluate retail access restrictions incorporated into the zoning or development regulations for the McCormick to Greenspring Drive Corridor.	
HVBF and Consultant	Prepare a detailed transportation study.	TETP, Office of Planning
HVBF	Convene a task force to recommend alternative methods of financing transportation improvements.	Office of Planning, TETP
HVBF	Convene a task force to develop recommendations for providing pedestrian/bicycle facilities and amenities.	Office of Planning, TETP
Office of Planning	Design a pedestrian/bikeway system for the HV/T area.	Department of Recreation and Parks, DEPRM, HVBF
DEPRM	Prepare a Hunt Valley/Timonium Area Watershed Study.	
Department of Economic Development	Investigate incentives to promote higher density mixed use development at transit stops.	
Community associations	Create community action plans in order to document issues and provide a mechanism for implementation.	Office of Planning, Office of Community Conservation and other county agencies